

The Hongkong Telegraph.

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MONDAY, AUGUST 10, 1908.

一拜禮 號十月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 10,000,000
RESERVE FUNDS " 15,124,000

Head Office—YOKOHAMA

Branches and Agents.
TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOWANG.
HONOLULU. MUKDEN.
HANGHAI. TIENTUNG.
HANKOW. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 4 per cent.
per annum on the Daily Balance.

On fixed deposit:—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO AKAMIOHI,
Manager.

Hongkong, 31st March, 1908.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MKX \$7,222,222
RESERVE FUND GOLD \$5,250,000
ABOUT MKX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 3% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUNDS £1,525,000
TOTAL ASSETS £2,725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 1 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1908.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Preussische Bank (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelsohn & Co.
M. A. von Bockelmann & Soehne
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHL,
Manager.

Hongkong, 4th December, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

Starting
\$1,500,000 at 1% = \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Z. Shellen, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
X. G. Barrett, Esq. C. R. Leumann, Esq.
O. G. R. Broderick, Esq. R. Shewan, Esq.
G. F. Frieland, Esq. Hon. Mr. H. A. W.
C. S. Gubbay, Esq. S. S. S. S.
W. Helms, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per annum.
For 6 months, 3% per Cent. per annum.
For 12 months, 4% per Cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1908.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.
Depositors may transfer at their option
balances of \$1000 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84
(about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasoeroean, Tjilatjap,
Padang, Medar (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.
Correspondents at: Calcutta, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Siam, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908.

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, etc., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

LONDON, &c., via usual Ports { DELTA 12nd Aug. } In Special
Capt. B. W. H. Snow Noon. } Advertisement.

LONDON and ANTWERP VIA { NUBIA About 12th } Freight and
SINGAPORE, PENANG, COLOMBO, PORT SAID, and Marseilles { Capt. F. J. Fox August. } Passage.

SHANGHAI, MOJI, KOBE & { PALMA About 14th } Freight only
YOKOHAMA { Capt. G. W. Cockman, R.N.R. } August. }

SHANGHAI { MALTA About 20th } Freight and
Capt. R. A. Peters August. } Passage.

For Further Particulars, apply to

F. J. ABBOTT,

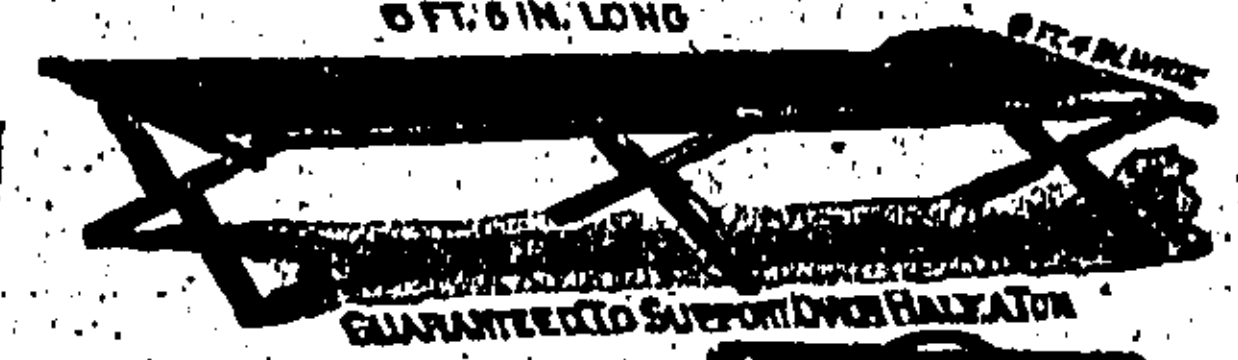
Acting Superintendent.

Hongkong, 8th August, 1908.

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN  \$8.00 each
Closed.

With
MOSQUITO FRAME
AND
CURTAIN
\$15.00 COMPLETE.

THIN SUMMER BLANKETS, \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone
No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 2nd July, 1908.

THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:—
New Regal Shoes and Monarch
Shirts.

Outfitters.
W. B. Corsets.

Ladies' Shoes.
Embroidered Linen and Swatow
Drawn Work, &c.

MUSIC LESSON.
LESSONS in Violin, Mandoline and Guitar
at pupil's residence.
Evening engagements for Dances and
Concerts.

Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. to 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 9.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,353 Tons, "FATSHAN," 2,350 Tons, "KINSHAN," 1,995 Tons,
"HEUNGSHAN," 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.
(Sunday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,451 Tons and "SUI-TAI," 1,451 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 16th August.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 8 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the return
steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

HOTEL PLEASANTON, No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single
Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-
ments, Renowned Cuisine, Dark Room for Photographers, Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908.

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 8th June, 1907.

A. F. DAVIES,
Manager.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FROM	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"SCHARNHORST" Capt. L. Maass	THURSDAY, Noon, 13th August.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"DERFFLINGER" Capt. G. Meiners	About WEDNESDAY, 12th August.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ SIGISMUND" Capt. D. Leis	THURSDAY, 5 P.M., 13th August.

All our Steamers to and from Australia, will call at YAP.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIEN	Verron	17th Aug., P.M.	
MARSEILLES, VIA PORTS	ARMAND BEHIC	Guionnet	18th Aug., 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	31st Aug. P.M.
MARSEILLES, VIA PORTS	YARRA	Sellier	1st Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £75.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 4th August, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND

PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA-VANCOUVER

LONDON AND PARIS

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

OUSSANT	27th Aug.	CELAN	26th Nov.
AMIRAL OLRY	12th Oct.	CORSE	17th Jan. 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 6th August, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUGHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 28th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lobbers, Bootts, A. I. and Watkins.

Yokohama, May 31st, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH.	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJILATAP.	JAPAN	Second half Aug.	JAVA	Second half Aug.
TJIKINI.	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANAS.	JAVA	First half Sept.	JAPAN	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 7th August, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. E. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1907.

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORK, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908.

THE ISTHMUS.

AFTER TWO YEARS.

BY F. G. AFFALO.

The remark that Rome was not built in a day is lacking in freshness, yet for the life of me I can think of no better wherewith to meet my own surprise that the Panama Canal should have looked much the same as when I last turned my back on its excavations two years ago. Had I the eye for cuts and dams (part from when I am shaving on a sailing ship) that I am popularly supposed to have for beasts and birds, and were I not all but a complete idiot in matters of engineering, I should no doubt be able to appraise at something of its value the enormous progress that has been made since then. Seeing that the engineers have been able to report to Washington fresh records every month, seeing that in April the steam-shovels took out more million cubic yards of dirt than during any previous month in the remarkable history of America's greatest undertaking since she freed her slaves, the Isthmian Canal must have made great strides since, two years ago, the chief engineer took me through the Colera. Cut on his ear.

Yet memory plays strange tricks on the careless eye, and I could have sworn the other morning that the steam-shovels had not taken out a single load since I last watched their elephantine excavations. Two changes, at any rate, apart from mere engineering efficiency, are apparent since the rainy season of 1906; one administrative, the other climatic.

A MILITARY CANAL.

To readers at home the suggestion of a military canal will perhaps conjure up that beautiful backwater at Hythe, on which many a time I have angled peacefully for fish that existed chiefly in the commercial imagination of the man who has boats for hire and bait for sale. America is going to show the world a military canal of another stamp, for the civilian regime in the Isthmus has passed and will never be again.

Although inquiry from numerous civilian employees on the canal has convinced me that Col. Goethals and his staff have been careful not to make militarism the curse it sometimes is to those accustomed to other conditions, there does not, nevertheless appear to be that general satisfaction over the change of control which inspired newspaper reporters led us to believe at the time. The rule of Mr. Stevens is as widely regretted as his personality is missed. The chief engineers of the canal have all tired somewhat suddenly of their job. First Mr. Wallace and then Mr. Stevens resigned their honours (with an emolument of \$5,000 a year, which, if not princely, was at any rate sufficient for enthusiasts) so abruptly as to surprise even Washington, where surprises are generally looked for. Mr. Stevens is a man of private wealth, so that his new post, at double the salary, on one of the great railroads, would hardly in itself have been sufficient inducement to throw up a position that at any rate would have brought him undying fame had he lived to see the work through to a finish. I am told, however, by one of his intimate friends, that he was sick of the heckling in Washington from Louisiana cotton-planters and Chicago meat-packers, experts no doubt in their own trades, but hardly capable of dictating to him how to build his canal.

EDITING A CLIMATE.

One man alone among the chiefs of departments has survived all changes, and on this survival I venture to congratulate the United States. Col. W. C. Gorgas, chief of the Sanitary Control, is still busy on his great work of clearing up the Isthmus, exterminating its three kinds of mosquitoes, superintending the screening of dwellings, and generally making a once insufferable climate, tolerable to white men, women, and even children. On the railroad the other day, between Colon and Panama, I met a dozen healthy little American girls who, each morning before the sun is too hot, leave their homes at Empire, Miniflores, and elsewhere along a line that has a station at every few hundred yards, and go to a day school at Cristobal, returning by a later train in the cool of the evening; and you would not see better-conditioned little schoolgirls in Washington itself.

When it is claimed that the climate of the Isthmus has by such services been made tolerable to Americans there is no need to exaggerate a reality sufficiently wonderful in itself and to run away with the idea that Panama is like Cairo, which must lie approximately the same latitude. (I am hundreds of miles from an atlas, and crave a little latitude for myself.) While men, transplanted to the shores of the Caribbean—this applies more particularly to the Colon end of the canal—cannot resist those radical changes inexorably demanded by tropical nature in those who, leaving their more temperate homes, seek her hospitality. The creoles of Jamaica have lost both energy and the complexion of their great-grandfathers. It is probable that Americans settling for more than a generation on the Isthmus will acquire a darker hue, for fair-skinned men and women would die out where a swarther type would survive and multiply.

THE STEAM-SHOVELS.

Patiently, at the bidding of their cranes, nearly a hundred of these greedy swallows of rock and dirt are eating their way through the different sections of the canal. These mechanical masochists are of sixty, seventy, and even ninety-five tons, and the largest regards the removal of a thousand tons of solid rock as no more than a fair achievement for an eight-hour day. They bear the chief burden, but there is other machinery at work. The splendid French dredgers are equal to anything turned out in the American yards, and the Yankees own somewhat grudgingly that many of the "Spigot" engines are superior to their own. True, I still saw those sad scrap-heaps of old French machinery, but as much use as possible is being made of these relics of the nation that first projected the work that America is seeing through.

A military precision is now evident in the progress of the undertaking. There is no longer any vacillation between the merits of the lock and sea-level types. It is generally conceded that, with the existing difference of 35ft. between the Pacific and Caribbean levels, the lock type is not only cheaper to construct in the first instance, but also easier of subsequent control.

THE LABOUR QUESTION.

To-day, as two years ago, America depends almost wholly on our West Indian islands for her labour supply on the canal. The Tagus, by which I travelled from Barbados to the Isthmus, took four or five hundred Barbadian blacks as "deckers," a muscular and garrulous lot, yet very Trappist for silence beside the Jamaica niggers imported for the same purpose. The administration would like to get more Spaniards, but these, impatient of the exposure in the rainy season, have been deserting every month, and nothing will induce them to stay on the Isthmus.

The terminal ports of the Isthmus show little change since I last saw them. At Colon, which stands on stilts in Caribbean mud, it was raining as it always rains in May. At Panama, which stares across uncovered sands at the setting sun, it was fine and bright, as it usually is when Colon is afloat. Between the same crowded trails past numerous colonies of employees, and besides them, at intervals, surged the swollen Chagres, ten feet higher after the downpour of a single summer's night.

Perhaps its pettiest grave at home Leaps is well out of it. The earlier conditions of Suez led him astray in his dreams of Panama. Well, Suez will average his memory for all time, for the new canal will, when open for traffic, have no more serious rival in its bid for trade than the old.—Morning Leader.

Intimations

WORKS MANAGER WANTED OVER GENERAL ENGINEERING WORKS.

MUST have First-class General Engineering knowledge and experience. Good Education and Energy are requisite. Particulars of Qualifications, Age, and Salary expected should be given.

Applications to reach Tientsin before 31st August, and to be addressed to—

SECRETARY,

TIENTSIN IRON WORKS,

Tientsin.

The above position is vacant owing to the resignation of present Manager who is leaving China permanently.

Tientsin, 6th August, 1908.

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CABINET-MAKERS AND ART DECORATORS, from Shanghai has re-opened their FURNITURE STORE

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The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order to any design required.

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ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

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HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

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Hongkong, 2nd September, 1907.

THERAPION MAY NOW ALSO BE OBTAINED

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THE NEW FRENCH REMEDY

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This successful and highly popular remedy, used in the Continental Hospitals by Bichat, Rostan, Jobert, Velpeau and others, cures all the diseases to which a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges, effectually suppressing leucorrhoea, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. Indiscreetly, when irritation of the overworked, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found an absolutely efficacious, soothing, purgative and whole-some remedy, and has been proved to be the most reliable of all powerful medicines for the body.

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THERAPION No. 3 is a powerful blood-purifier, cures skin diseases, eruptions, itching of the scalp, secondary symptoms, gonorrhea, and all diseases for which it has been found to be a most reliable and powerful remedy. It is a most reliable and powerful remedy for the blood, and is a most reliable and powerful remedy for the blood.

THERAPION No. 4 is a powerful blood-purifier, cures skin diseases, eruptions, itching of the scalp, secondary symptoms, gonorrhea, and all diseases for which it has been found to be a most reliable and powerful remedy. It is a most reliable and powerful remedy for the blood, and is a most reliable and powerful remedy for the blood.

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Prepared by Dr. J. B. Laroche, Paris.

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ESTABLISHED A.D. 1841.

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LOTION FOR PRICKLY
HEAT.A sovereign remedy; immediately relieves the
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Summer Heat.A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY,
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KO VLOON DISPENSARY.

Hongkong, 4th August, 1908.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 10, 1908.

HONGKONG AND THE HOME
GOVERNMENT.

THE OPIUM QUESTION.

We are glad to learn that a lance has been broken at last on behalf of Hongkong in its uneven conflict with the Imperial Government over the opium question, writes the N. C. D. *Naturalist*, editorially, and the fact that the Colony has found a champion in the person of one of its former Governors should materially strengthen its cause. The point at issue does not affect the moral aspect of the opium evil, but turns rather on the amount of consideration due from the Imperial Cabinet to the Hongkong Government in its dealings with the domestic affairs of a Crown Colony. It was only last week that it was made known in the House of Commons that the Government's decision to close summarily the opium divans in Hongkong had been taken practically without reference to the Colonial authorities. The somewhat ingenious statement made by the Under-Secretary of State for the Colonies was to the effect that "the Government did its best to get the views of those conversant with the question here (in England), but it was quite impossible to get anything like reasoned opinions from the authorities at Hongkong before the announcement of the Government's policy was made." This announcement, it will be remembered, was conveyed to the Governor of Hongkong on May 4 in a telegram which informed Sir Frederick Lugard that the Government had decided to close the Colony's opium dens, "as it recognized that it was essential to maintain the standard set by the Chinese." Thus, like

A BOLT FROM THE BLUE.

it was brought to Hongkong's notice that, without any voice in its own affairs, it was to be deprived of a large portion of its revenue amounting to \$5,000,000, while the Government at Home arrogated to itself no little righteousness entirely at the Colony's expense. The indignation of the people was aroused not by the principle which aimed at the prohibition of opium smoking, but by the way in which it had been sought to give effect to that principle, a way that entailed a slight, if not something worse, to the Colony. The incident recalls

A FAMOUS UTTERANCE of the late Prime Minister, who in the flush of victory at the polls announced that immediate steps were to be taken to repatriate the Chinese labourers in the Transvaal. Subsequent investigation into the subject, about which he had spoken without accurate knowledge of the situation, caused this statement to be modified, and ultimately withdrawn, for it was realized that the Government's policy was powerless in the face of the labourers' contracts. In the case of Hongkong, moreover, it is clear that the Cabinet finds itself unable to live up to the bold words with which it had hoped to win the support of the anti-opium interests. Both from Hongkong and in Parliament it has had to meet considerable criticism of a policy that

threatened, without sufficient justification, the good relations that should be maintained between all Colonies and the Mother country. It is true, as Sir Henry Blake shrewdly remarks, that Hongkong is too small to "kick" very effectively, while he adds that "the Imperial Government is always stern, except when trouble threatens." But both from what has been stated officially in the Colony and from Lieut.-Colonel Seely's apologetic remarks in the House of Commons on July 28, there is reason for the belief that the Cabinet's bark will prove worse than its bite. In carrying out its policy, with which in the main the Colony itself is in agreement, the Home Government "will act throughout with the advice of the Governor."

THE AMENDE HONORABLE

to the Colony's feelings, however, would be more complete, if the Cabinet could see its way to accept Sir Henry Blake's suggestion that it should remit the compulsory military contribution made annually towards the cost of the Colony's defence. This contribution of twenty per cent. of the revenue (exclusive of land sales) amounted in 1907 to \$1,229,605, a sum nearly equivalent to the revenue derived from opium. By remitting this contribution for a few years the Imperial Government would certainly obviate the charge that it was maintaining a reputation for unctuous rectitude at other people's expense.

It is impossible to study the history of the Empire during the last few years without being struck with the number of instances in which MORE OR LESS SERIOUS MISUNDERSTANDINGS have arisen between Colonies and the Imperial Government through the omission on the part of the latter to take Colonial statesmen into their confidence. The reason, it is to be feared, is to be found in the growing tendency to place Imperial interests at the mercy of party politics. These interests are submitted to the electorate in the same confused issue with home political questions and are subjected to what has been aptly termed "the corroding influence of home politics." The tendency has become so marked that it has served as

A RALLYING CRY

to those who desire to see "the consolidation of the Empire." In a recent able address to the Royal Colonial Institute, Lord Milner pleaded eloquently for better knowledge and closer relations between the different parts of the Empire. "Surely," he declared, "it is a terrible piece of waste and a clear proof of the defective nature of our present political organization that Englishmen, Scotsmen or Irishmen going to live in a British community overseas under the British flag should by that mere act of locomotion, without any change of political status at all, or any desire to make such a change, cease to have any part or lot in the affairs of these vast dominions, of which while resident here they were among the duties, responsibilities and privileges of that great position." For the moment, he went on to point out, the control and management of

OUR DEPENDENT EMPIRE

(i.e. India and the Crown Colonies) rests with the people of the United Kingdom; but that was no reason why it always must, ought or could so rest. Every year brings us fresh questions in which the new dominions are much interested as the United Kingdom, and it should be Great Britain's cue to welcome and encourage and not to repress that interest. "With all its crudeness and inexperience," added Lord Milner, "there is a robustness and a sanity about the colonial attitude on Imperial questions which would be a wholesome corrective to certain tendencies among ourselves." Few will deny the cogency of these remarks; and although the ultimate realization of the aims of Lord Milner's constructive statesmanship may still be distant, such action as that on the part of the present Cabinet in deciding Hongkong's opium policy practically without reference to the Colony indicates how strongly the doctrine of Imperial consolidation must be urged to counteract disintegrating tendencies.

LOCAL AND GENERAL

THE members of the Shingchi and Hongkong polo teams were the guests of H.E. Excellency the Governor at dinner on Friday night at Government House.

FORTY-ONE deportees from Saigon were landed in the Colony yesterday from the steamer *Derwent*. Steps are being taken to ship them to their respective homes.

THE Tientsin branch of the Kwantung Dockyard of Kobe, which has been established to take charge of the South Manchurian Railway dock at that port, formally opened business on the 27th July.

THE Japanese police at Seoul have arrested over two Koreans who were coming out of gambling houses kept by an American and a German, who are availing themselves of extrajurisdiction.

M. Yamazaki, Councillor to the Japanese Embassy at London, Mr. Yoshida, Japanese Minister to Siam, Mr. Arizono, Secretary to the Japanese Embassy at Paris, and Mr. Kaomori, Ishikawa, the editor in chief of the *Tokyo Jiji Shimbun*, are on board the *Kansu Maru*, which is expected here to-morrow.

It is understood that an agreement has been arrived at between Viceroy Yang, of Chihli, and Tatar General Chang, of Hui, whereby a large cotton-spinning and weaving company is to be started in Tientsin jointly by the provincial governments of Chihli and Hui. The sum of Tls. 30,000 has been raised by the former for the purpose and an amount of the same will be provided by the latter. Of machinery, which has been sent to Russia, is expected to arrive at Tientsin in a few days. It is stated that Viceroy Yang has a competent official and can speak English fluently, to visit the industrial centres in Europe.

GLOBE LUSITANO.

BANQUET TO CONSUL J. LEIRIA.

If any proof were needed of the popularity of the appointment of Senhor J. J. Leiria as Consul for Portugal in Hongkong it was amply furnished in a demonstration which took place at the Club Lusitano on Saturday last: when the members of the Club gave a banquet to Mr. Leiria and a few of his more intimate friends in commemoration of his appointment. The Committee of the Club, assisted by a few members, organized the function, which was carried out in every detail with the most conspicuous success. Tastefully decorated, for the occasion, the Club hall presented a very charming appearance. Against the large mirror on the first landing of the stairway the Portuguese coat-of-arms, encircled in a garland of flowers was prominent, with the streamers white and blue, emblematic of the national colours.

The table was laid out in the large dancing-hall arranged in the shape of a large E without the middle bar. The Chairman of the Club committee (Mr. J. L. de Selavias Alves) occupied a seat at the top of the table, the guest of the evening (Consul Leiria) being accommodated with a seat on his right side. The host was supported in his functions by his colleagues on the committee; capital hosts did each and every one of them make. Covers were laid for eighty. The Portuguese Consul at Canton, who was invited, regretted his inability to attend, as the exigencies of business did not allow of his leaving the Southern capital on Saturday.

An excellent menu was provided by the Oriental Hotel, and full justice was done to the sumptuous repast.

The toast "El Rei de Portugal" was submitted from the Chair and loyally responded to.

The Chairman then proposed the toast "The Guest of the Evening." He alluded to the great pleasure which Mr. Leiria's appointment had given to the Portuguese community in the Colony. He spoke of his popularity with his Consular colleagues in Hongkong, and paid a high tribute to the meritorious services which Mr. Leiria had already rendered to the Portuguese nation—services which he was glad had been recognized by the Government of his Most Faithful Majesty in the wise selection of Mr. Leiria to the substantive Consulate in this most important British Colony of Hongkong. The speaker made extended reference to the only Portuguese national institution in the Island and fervently hoped that harmony and good-fellowship will ever be maintained as the guiding spirit towards the keeping up of an institution whose permanence it should be the duty of every Portuguese subject residing in Hongkong to endeavour to secure. Concluding his address, the Chairman expressed the united wish of the assembly that Consul Leiria might enjoy a long and honourable career in the service of his Government and that he might attain to still higher distinctions. He wished the Portuguese Consul a long life and every prosperity. (Loud and prolonged cheers.)

The Chairman then read the following telegram which had been received by Mr. Leiria just a few minutes before from Consul Moraes of Canton:—

[Translation.]

"Shamshon, 8th August, 1908, 8.10 p.m.
"Portu. Jose Consul
"At the Club Lusitano
"Hongkong.

"Affectionate embrace. I much regret not assisting at the congenial and honoured function. I congratulate you and the Club Lusitano wishing you prosperity.—MORAES."

Consul Leiria, on rising, was greeted with loud applause. He limited his reply to a brief address which, was none the less sincere in its utterance. He heartily thanked the committee and members of the Club Lusitano for the signal honour they had done him in a demonstration for which he thanked them in the fullness of his heart. He felt conscious that his success in the service he had been called upon by his King to discharge in his country would depend in a large measure upon the co-operation and good-will of the community to which he belonged. He trusted he would be accorded that co-operation and he relied upon the members of the Portuguese club in Hongkong to assist in securing the good-will. He concluded by proposing "Prosperity to the Club Lusitano." The toast was enthusiastically pledged and three ringing "Vivas" reverberated through the hall.

The toast list was concluded by a member of the Club addressing some congratulatory remarks on the *esprit du corps* which animated the entire gathering.

A flashlight photograph of the large group was then taken by Mr. Mumeys.

The ceremony was brought to a close with music discoursed by Machado's String Band, which played pleasing selections through the banquet.

In the spring next year an Imperial wedding will take place in Tokio between H.I.H. Princess Kane, daughter of the Emperor, and H.I.H. Prince Naruhisa, the second son of the late General Prince Kitashirakawa. The bride is eighteen years of age and the bridegroom twenty-two.

FOX the enjoyment of raising a row outside the Hongkong Police Station yesterday afternoon fourteen persons (men and women, old and young) were each mulcted in the sum of 3 in the Police Court, to-day. Late in the afternoon yesterday a policeman took into custody a group of women who were creating a disturbance on the street. A large crowd followed them as far as the station, but only the interested parties were allowed to enter. Of course, the crowd attempted to force a way into the charge-room, but this was futile, as they stood outside and showed indignation by howling and raising other scandalous noises. The police then charged into their midst, arresting fourteen, already stated, who were charged with disorderly behaviour.

THE PARTNERSHIP DISPUTE.

THE CHIEF JUSTICE AND THE PARTNERSHIP ORDINANCE.

In the Supreme Court, to-day, the Chief Justice (Sir Francis J. P. P. P.) gave his decision in that complicated case on which he has been before him for over a week. We allude to the action brought by Li Po Kam and Li Po Yung, against Li Sing Shi and Li Tung Pak, and in the matter of a claim brought by one Wong Tong. In this action Wong Tong, the claimant, sought to recover from the above parties his one-fourth share in the Lai Hing firm, which he alleged he purchased from one Li Cai. In the alternative he claimed a portion of the \$11,250 which had been paid into Court.

In giving his decision the Chief Justice said that the case was a by-product of the tangled skein in which it pleased the late Mr. Li Sing to leave his affairs. Then he mentioned the many claimants for the sum and the many litigants who were connected with the case. Continuing, his Lordship said:—This question is provided by the Partnership Ordinance, and by that Ordinance, and by Article 3 of the provided that, subject to any agreement between partners, every partnership is dissolved as regards all the partners by the death of any partner. The main question involved in this case being what happened to the Lai Hing firm of which, so far as this case is concerned, the trustees, Lai Ling and Lai K. Chuen, were the sole partners when Lai Kai Chuen died. The answer must be the partnership was dissolved unless the application of Article 35 can be avoided. There was no agreement between the partners on the subject but it was ingeniously argued that this notice in its application to Chinese partnership must be read subject to the Chinese customary law of partnership, and that in the law an implied agreement will be found that partnerships continue in spite of the death of one partner, the legal representatives continuing in the place of the deceased partner. If this were an English statute, introduced into the Colony at the date of the Charter and to be applied in as far as local circumstances permit, there would be much force in the argument assuming the Chinese custom to be as alleged. But this is an Ordinance passed in 1897 by the local legislature, and I can only hold, there being no reference from it to any Chinese customs, that it is the deliberate intention to ignore the Chinese custom of partnership. Whether this is wise or unwise, it is not for me to say, but I must point out to the Government the extreme danger of reproducing English legislation bodily into the Colonial Statute Book without at least considering the question how it may affect the custom of the large body of Chinese who are legislated for. It is a question on which I have had considerable experience, and in my opinion whenever the Chinese customs are likely to be interfered with by law introduced, as this was, bodily from Imperial legislation there ought to be an express statement whether their customs are affected or not affected by the law. As it is, however, if there is such a custom, and although it was not proved, I may go as far as saying that I am inclined to think it is suggested. I am bound to hold that it is over-riden by the express provision of this Partnership Ordinance. Article 35 provides that where any member of a firm has died and the surviving partners carry on the business of the firm with its capital or assets without any final settlement of accounts as between the firm and the outgoing partner's estate, then in the absence

of any agreement to the contrary, the deceased partner's estate is entitled at the option of his representatives to such share of the profits as the Court may find attributable to his use of his share of the partnership assets or to interest at eight per cent. on the amount of his share of the partnership assets. These words are clear and apply exactly to this case. Now what Wong Tong, as alleged assent of Lai Kai Shing's share, is doing is to assert a claim to a certain specified property which has passed to Lai Sing as sole owner of the Lai Hing, subject to the rights of Lai Kai Shing as explained. This he cannot do, and therefore his claim fails. The contention of Chong Shing bak, which is based on that same ground also fails. Many other claims might be pressed on the assumption, but it is sufficient to say that it is a fearful and wonderful document both in fact and in law, and that it is at least singular that as it was made up long ago as November, 1905, do attempt seems to have been made to act upon it and to recover the profits from the act upon it until they were attached by Li Po Kam and Li Po Yung. There only remains the expression used by Li Sing in his will on which so much stress was laid. It was said that there was an admission that Lai Kai Shing had a quarter of the Lai Hing. The utmost that can be said of this is that Lai Kai Shing's share, which had been allowed to remain in the business as above explained amounted to a quarter, but as is also explained, this is not the time when nor are there the proceedings in which such a contention can be raised.

Mr. W. Slade, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for Li Po Kam and Li Po Yung. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) represented the Chong Shing bank, and Sir Henry Berkeley, K.C., instructed by Mr. A. Holborn (of Messrs. Deacon, Looker and Deacon) appeared on behalf of Wong Tong.

It is reported that the Imperial Commissioners of Opium Prohibition are about to memorialize the Throne asking their Majesties to re-enforce the defunct drastic anti-opium Regulations drawn up by the late H.E. Sir Trevelyan throughout the Empire. It will be remembered that a large quantity of opium was burnt by H.E. Sir Trevelyan in 1897. He was appointed Imperial Commissioner in 1899 to put an end to the opium traffic. The Emperor Dowager will, it is reported, send the sum of Tls. 10,000 from the Privy Purse to the Imperial Commissioners of Opium Prohibition for the purpose of purchasing anti-opium pills, medicines, etc. for those officials who have the opium smoking habit.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SATURDAY'S BOXING CONTEST.

To the Editor of the "Hongkong Telegraph." Dear Sir,—I think through the medium of the press the men of the U.S.S. *Winnington* should be accorded the thanks of the sporting community for giving us what I believe, the first genuine battle seen in Hongkong for several years. It was unfortunate that the spectators were not in greater force, but so many are tired of witnessing "fakes" that they would not risk seeing another. Should the men meet again they can be assured of a crowded house.

One little matter I should like to point out to the management, that is, the necessity of keeping reserved the seats that have been booked in advance. On Saturday a great number of people who had booked arrived to find their seats occupied and considerable amount of unpleasant arguments ensued. With this exception the show was a big success, and I, and many others, would like to thank and congratulate our American cousins for his excellent exhibition accorded to us.

ENGLISH SPORTS.

Hongkong, 10th August.

HONGKONG JUNK PIKING.

PIRATES MAKE LARGE HAUL NEAR MIRA BAY.

Mira Bay, on Friday night last, was the scene of a most daring piracy, the result of which was that a Hongkong trading junk was looted, her crew having already been overpowered. The junk (No. S 125 H) carrying a cargo of flour and kerosene oil, with a crew of about eight persons on board, was on a trip from Ping Poi, which district she left towards the end of last month, to Hongkong. But for very unseasonable weather and strong head wind nothing untoward occurred to mar the trip until on the night of the 6th instant.

It was about nine o'clock when the cargo-boat arrived off Tai Loon, one of the numerous islands in the vicinity of Mira Bay. The night was dark. A slight breeze was blowing, but scarcely sufficient to have any effect on the practically becalmed boat. All of the crew had turned in except the woman at the tiller, who was keeping watch. Suddenly a dog-out carrying five men, who were only noticed when some dozen yards away, drew alongside, and four men sprang to the deck. The man who appeared to be the leader was armed with a revolver and a large knife, his confederates carrying daggers. Once the junk was boarded the pirates drove the crew into their living quarters and locked them in. The master was called forward and questioned. He was asked what he had on board. He answered flour and oil. He was interrogated as to how much money was on board. The reply was, "Not much. Only a few dollars." He was then ordered to produce it, which was done, the master handing over \$2. The next step the pirates took was to search the junk. This they did thoroughly, removing some \$100 worth of the cargo. With a word of threat the robbers returned to their dog-out and pulled hurriedly away in the direction of Mira Bay. The cargo-brat reached Hongkong last night and reported to the police. They also gave a description of the pirates, but a capture is considered improbable.

ST. PATRICK'S CLUB.

An entertainment was given in the above club on Saturday by the "Juvenile Entertainment Company" assisted by friends. The entertainment was arranged by Master W. Blake to whom great credit is due. The various items were well received, especially the piano-forte solo by Miss F. Thorpe. The following took part in the programme:—

Overture (Piano).....Miss F. Thorpe
Candids and Thought-reading.....Masters Blake and Goulding
Song (Tongue)....."Don't you know".....Master W. Blake
Song (Comedy)....."My Diary".....Mr. W. Gates
Song (Selected).....Master Goulding
Club Singing.....Master W. Blake
Recitation....."The Chinese".....Master J. Hinchin
Song....."The Song without a name".....Mr. W. L. Leckie

INTERVAL.....Miss F. Thorpe
Song....."If this life could only speak".....Mr. W. Gates
Song....."Molly, Molly, Molly".....Miss F. Thorpe
Song....."Ourselves".....Miss F. Thorpe
Song....."The Strutting Maid".....Mr. G. T. Lott
Song....."Student at Call".....Master Percy Little
Song....."Item of the day".....Mr. W. L. Leckie

Sketch....."Mr. WOODEN WOOD."
Cast:
Mr. Woodenwood.....Master W. Blake
Mr. Clark.....O. Muesy
A Ghost.....Shoulding
God Save the King.

CHANG TAK HING, a sixteen-year-old lad, in the employ of a grocer at 138, Queen's Road Central, was convicted in the Police Court, this morning, for theft. He was sentenced to forty-eight hours' detention in gaol and to receive twelve strokes of the birch. Chang was accused of stealing \$12.31 from the till during the absence of his master. He denied it at first, but later admitted his guilt.

A RICKSHA coolie, who was charged in the Police Court, to-day, with demanding more fare than he was legally entitled to, and with behaving in so impudent manner towards Mr. L. Kanner, second officer of the steamer *Anglo*, was ordered to pay a fine of 10, whilst the bearer of a public chair had also to pay a fine of \$5 each for refusing to accept hire when disengaged. The complainant in this case was Mr. A. O'D. Gaudin.

THE Rev. J. Gaultier begs to acknowledge with thanks the following donations for the "Blind home" now transferred to Hongkong:

Sum total already acknowledged \$17.
Mr. B. Lynn, Canton.....20
A friend of the Blind.....10
Mr. Ho Kam Tong.....25
Messrs. Patten & Co.....25
Messrs. W. G. Humphreys & Co.....20

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.CANTON-HANKOW
RAILWAY.BRITISH CORPORATION'S
PROTEST.

[By courtesy of the "Sheng Po"]

Peking, 9th August.

Some time ago the Ministry of Posts and Communications proposed to appoint an arbitrator in connection with the Canton-Hankow Railway disputes.

The British and Chinese Corporation protested against the proposal. A telegram has been despatched to Lord Li Ching-fong, in London, to make representations to the British Government thereon.

FRENCH WARSHIPS AT
TSINGTAU.

CHINESE PROTEST.

[By courtesy of the "Sheng Po"]

Peking, 9th August.

In a memorial to the Government the Governor of Shantung reports the entry into Tsingtau of four French war vessels.

The Governor urges the Waiwupu to demand an explanation from the French Minister.

[The Shantung Governor's representations do not appear to be supported by any valid ground for objecting to the movements of the French warships.—Ed., H.K.T.]

ANTI-OPIMUM MOVEMENT.

HIGH OFFICIALS DENOUNCED.

[By courtesy of the "Sheng Po"]

Peking, 9th August.

Prince Kung and other Special Commissioners of Opium Prohibition have denounced more than ten high officials for opium smoking.

The Commissioners ask that those officials be severely dealt with.

COMPULSORY EDUCATION.

ENFORCEMENT NEXT YEAR.

[By courtesy of the "Sheng Po"]

Peking, 9th August.

It is proposed by the Board of Education to enforce compulsory education next year.

EX-VICEEROY SHUM.

PROPOSED REINSTATEMENT.

[By courtesy of the "Sheng Po"]

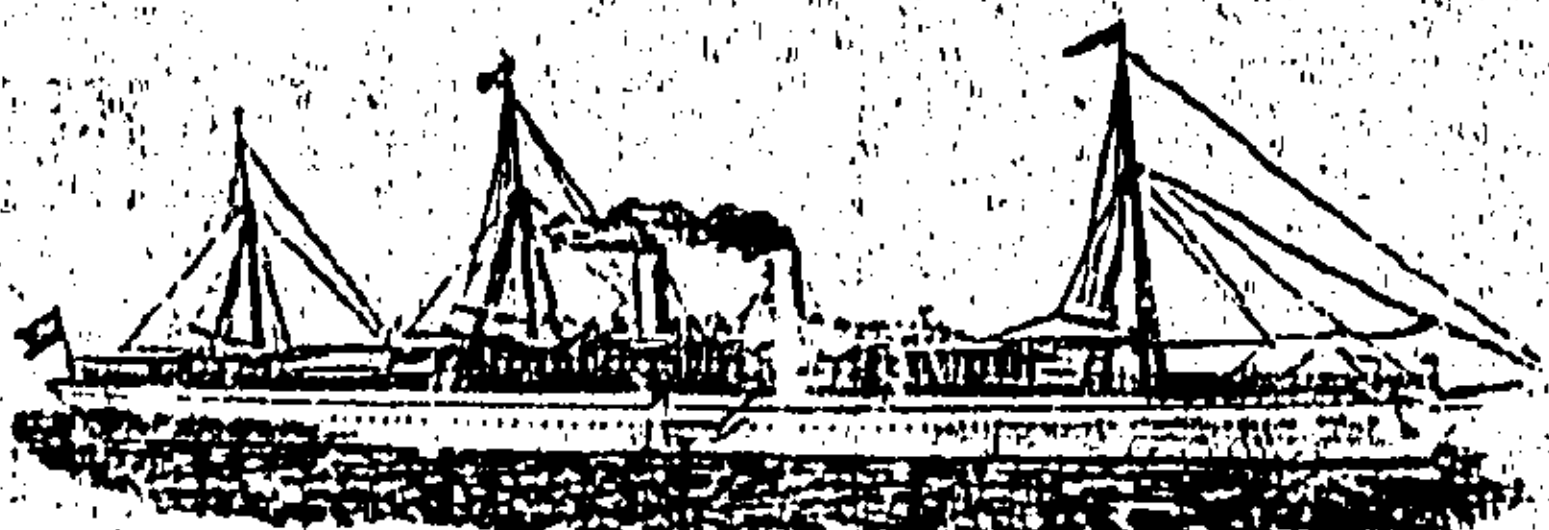
Peking, 9th August.

It is reported that it is the intention of the Imperial Government to reinstate H. E. Shum Chun-tsen, ex-Viceroy of Canton, into an office of State.

KOWLOON HOTEL.

Last night the Kowloon Hotel celebrated the 6th anniversary of the coronation of H.M. King Edward VII with a "Coronation Dinner," which proved a huge success. Two bands were engaged for the occasion, while an open air cinematograph show was given on the lawn after dinner. Every chair in the dining room and the reception room was occupied and nearly 800 guests were served. The dining hall was beautifully decorated while some of the lights carried red, white and blue colours. The photos of the King and the Queen were very prominently displayed enshrined by the Union Jack and when "Coke Edward" was served special silk mementoes were given away to the ladies and the health of the King was proposed and heartily pledged. No expense was spared to make everything enjoyable. Certainly it would take a good deal of effort in competition with the Kowloon Hotel to excel the result of their dinner last night. After dinner, the guests adjourned to the lawn which was already packed by those that came after dinner to witness the cinematograph show. Some very interesting pictures were shown. Altogether the Kowloon Hotel's success in the way of modern catering was a distinct success and it was highly appreciated. Mr. C. Chayler proved an admirable journalist and to his efforts was due a great deal of the success of the evening. A grand programme was about the time the band played "God Save the King."

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 1 to 10 Days' Ocean Travel.

13 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 25th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Postal "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class £42. 10s. 0d.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £42. 10s. 0d.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

W. CRADDOCK, General Traffic Agent for China &c.,
Corner Pender Street and Praya, Opposite Blake Pier

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"YATSHING"	TUESDAY, 11th Aug. Noon.
SCAPORE, PENANG & CALCUTTA.	"KITSANG"	WEDNESDAY, 12th Aug. 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOTI	"FOOKSANG"	FRIDAY, 14th August, Noon.
MANILA	"LOONGSANG"	FRIDAY, 14th Aug. 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 21st August, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kitsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 10th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	TO SAIL
AMOY & SHANGHAI	"KWEIYANG"	11th Aug. 4 P.M.
MANILA	"TEAN"	11th "
HAIPHONG	"HUPEH"	12th "
CHEFOO & TIENTSIN	"HUICHOW"	14th "
MANILA, ZAMBOANGA and AUSTRIA	"OHANGSHA"	2nd Sept.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 10th August, 1908.

HONGKONG—MANILA.

Highest Class, newest, latest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	5540	Almond	MANILA	SATURDAY, 15th Aug. at Noon.
ZAFIRO	5540	R. Rodger	"	SATURDAY, 22nd Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th August, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Bommer), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two-Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

665

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE".....On 11th August, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th July, 1908.

666

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to FORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above TO-MORROW, the 11th instant, at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 10th August, 1908.

695

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above Ports TO-MORROW, the 11th instant, at 4 o'clock P.M.

A reduction of 20% on First Class Fares to Fochow will be made during the Months of August and September.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 10th August, 1908.

696

NORTHERN PACIFIC LINE.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG TO VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing to

"Kumak" 6,232 Cowley On 19th Aug.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 31st July, 1908.

697

STREAM TO CANTON.

THE New Twin Screw Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have "unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single journey.....\$4.

Meals.....\$1.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHI ON S.S. CO., LD.

No. 1 Queen's Road West.

Hongkong, 2nd July, 1908.

698

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th August, 1908, per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chasing

" Bullock's Brains—Know

" Tonguefish—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Sui—Ngau Kim

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (unpressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" Mutton Chop—Yeung Fai Kwat

" Leg—Yeung Fai

" Shoulder—Yeung Shau

" Pig's Chittling—Chi chong

" Brains—Chi Kow

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kow

" Pork Chop—Chi Fai Kwat

" Corned—Ham Chiu Yuk

" Leg—Chi Poi

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Socking Pig, To Order—Chi Chai

" Suet Beef—Sung Ngau Yau

" Mutton—Sung Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

666

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

" Ducks—Ap

" Doves—Pan Kai

" Eggs, Hen—Kai Tan

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Shung Hoi Ye

" Ngo

" Muskrat—Wong Keong

" Hare—Tu Chai

" Partridge—Chi Khoo

" Pigeons, Canton—Pak Kap

" Hoihow—Hoihow Pak Kap

" Quail—Um Chiu

" Rice Birds—Wo Fa Cheuk

" Snipe—Sa Chai

" Turkeys, Cock—Fo Kai Kung

" Hen—Na

" Wild Ducks, Shanghai, Sui-pai

" Teal, Shanghai, Sui-pai

" Wild Ducks Canton—Sung Shing Sui

" Ap

667

FISH.

Barbel—Ka Yu

" Bream—Bin Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Codfish—Mun Yu

" Crab—Hoi

" Cattle Fish—Mok Yu

" Dab—Sa Mang Yu

" Dace—Wong Mei Lun

" Dog Fish—Tui To Sa

" Eel, Congee—Hoi Man Yu

" Fresh water—Tan Sui Yu

" Mullet—Wong Sin

" Frog—Tien Kai

" Garoupa—Sek Pan

" Gudgeon—Pak Kap Yu

" Halibut—Chung Kwan Yu

" Labrus—Wong Fa Yu

668

FRUITS.

Almond—Hung Yau

" Apples, (California)—Kam San Ping

" (Chafoo)—Tin Chun Ping

" Small—Hoi Tong

" Custard—Fan Lai Chi

" Bananas, fragrant, Canton—Sung Shung

" Hoi Chiu

" (brides), Macao—San Hung Chiu

" Chestnuts, Chinese—Fong Lai

" Carambola—Yeung Tou

" Coconuts—Yeh Ts

" Grapes—Sin Tai Ts

" Lemons, China—Ning Moong

" Amer.—Kum San Ning Moong

" Lichees, Small Stone—Lai Chi Con

" Fresh, Lai Chi

" Limes, (Sai Gon)—Sai Kung Ning

" Moong

" Mango, Manila—Lei Sung Moong

" Mango, Saigon—Sai K

TO-DAY'S EXCHANGE.

SHIPPING AND MAILS

THE WEATHER.

- 2.—Formosa Channel, variable winds, irregular.
- 3.—South coast of China between Hongkong and Limocks, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping:

Knivberg, Ger. a.s., 6th, Hensk, 6th Au.
Quang-chow-wan old Aug., and Muen-
Gen.-J. & Co.

Hutchow, Br. a.s., 1,317, E. Forsyth
Aug., Swatow 8th Aug. Gen.-B. &
Menzies, Br. a.s., 3,006, R. I. Wood-
Aug., Shanghai 6th Aug. Gen.-B. &
Triumph, Ger. a.s., 769, J. C. Hansen, 6th
-Haiphong 6th Aug., and Holm-
-Rice and Gen.-J. & Co.

Alburtus, U.S. Fisheries str., 1,200, L.T. O.
C. M. McCormick, U.S.M., 9th A.
Hawaii 6th Aug.

Hastings, Br. a.s., 1,315, S. Wilde, 6th
-Canton 8th Aug. Gen.-J. & Co.

Dagb, Nor. a.s., 885, O. Abrahamson,
Br.-Canton 8th Aug. Gen.-A.
-Hankow & Co.

Ch

Steamers Expected.

7th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
8. O.	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th		

39 st Office

(*) Flagship of Rear-Admiral Rich:
Commanding the 1st Division of I

VISITORS AT THE HOTELS

Hardy, 1907.
Lith. Clay.

HONAKONA

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

H.M.S. DESTROYERS.					CAPTAIN.	LAST REPORTED
NAME.	CLASS.	TONS.	GUNS.	I.H.P.		
Arcturion	despatch-vessel...	700	4	3,000	Commodore O. T. K. Foller	Wei-hai-wei
Arcturion	cruiser, 2nd class	4,363	10	7,000	Captain F. E. C. Ryan	en route Singapore
Bedford	cruiser, 1st class	9,800	14	23,000	Captain S. E. Erskine	Wei-hai-wei
Bramble	river gunboat	710	6	900	Lt.-Comdr. Hon. R. O. B. Bridgeman	Hongkong
Brionmont	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Shanghai
Cadmus	aloop	7,070	6	1,400	Commodore B. L. Majendie	Wei-hai-wei
Cerberus	water tank and tug	390	—	300	Master S. West	Hongkong
Cerberus	aloop	1,070	6	1,400	Commodore C. D. S. Rakes	Shanghai
Clara	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Wei-hai-wei
Flame	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Wei-hai-wei
Flora	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dicks	Wei-hai-wei
Hart	torpedo boat destroyer	280	6	5,900	Lieut.-Commander C. C. Fremantle	Wei-hai-wei
Imbus	cruiser, 1st class	9,800	14	23,000	Captain G. C. A. Marsden	Wei-hai-wei
Kent	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Wei-hai-wei
King Alfred	river gunboat	710	6	1,400	Lieut.-Commander S. H. Tenyson	Yankee
Kishna	surveying ship	1,070	6	1,400	Commodore F. H. Walter	Jessellton
Merlin	cruiser, 1st class	9,800	14	23,000	Captain G. W. Smith	Wei-hai-wei
Moormouth	river gunboat	180	2	800	Lieut.-Commander O. D. Wolcott	West River
Moormouth	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yankee
Nightingale	torpedo boat destroyer	150	6	6,300	Lieut.-Commander J. White	Hongkong
Oliver	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	Hongkong
Roba	river gunboat	85	2	240	Lieut.-Commander A. S. Dixon	Hongkong
Sandpiper	river gunboat	85	2	240	Boss. W. Strath	Yankee
Solo	torpedo boat destroyer	250	6	6,300	Commodore R. H. S. Stokes	Hongkong
Taku	receiving ship	4,750	4	800	Lieut.-Commander H. R. Godfrey	Yankee
Tamar	river gunboat	100	6	900	Lieut.-Commander H. T. Atkley	Hongkong
Teal	river gunboat	100	6	900	Lieut.-Commander J. Benson	Wei-hai-wei
Thistle	torpedo boat destroyer	355	6	6,300	Lieut.-Commander J. P. Douglas	Fort Swettenham
Virago	surveying ship	620	4	450	Lieut.-Commander J. Kiddie	Hongkong
Waterwitch	torpedo boat destroyer	160	6	6,000	Lieut.-Commander J. F. Knox	Yankee
Whiting	river gunboat	195	2	800	Lieut.-Comdr. H. R. V. Coural-Dornas	Yankee
Widgeon	river gunboat	150	2	550	Lieut.-Comdr. F. G. R. Livingston	Yankee
Woodcock	river gunboat	150	2	550		Yankee

at the Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORT.
Alger	2nd class cruiser	4,320	22	5,100	Commander Fournier	Saigon
Argus	river gunboat	180	6	170	Lieut. Andouard	Canton
Brix	armoured cruiser	4,200	16	8,300	Captain Rochas	Nagasaki
Décidée	gunboat	63	10	900	Lieut. de Linares	Shanghai
D'Entrecasteaux	1st class armoured cruiser	8,200	26	15,500	Capt. Thibault	Vladivostok
Ulry	river gunboat	170	6	500	Lieut. de Maindreville	Upper Yangtze
Peiho	river gunboat	130	4	280	Lieut. Puech	Tientsin
Takiang	steam-launch	180	6	17	Lieut. Daminelli	Upper Yangtze
Vigilante	river gunboat	180	6	17		Hongkong

† Flagship of Rear-Admiral Perrin, Commander-in-Chief.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORT.
Vipère	Gunboat	475	—	—		Saigon
Lion	—	500	—	—		—
Balconnette	—	170	—	—		—
Bouclier	—	140	—	—		—
Coronada	—	184	—	—		—
Cimenterie	—	140	7	—		Haiphong
Estoc	—	141	—	—		—
Jacquin	—	200	—	—		—
Amador	armoured gunboat	1,830	8	1,700	Lieut. Bertrand	Saigon
Alouette	gunboat	506	7	400	Commander Badin	Saigon
Comète	gunboat	500	6	300	Capt. L. Gervais	Saigon
Esturgeon	submarine	70	—	60	Lieut. Combet	Saigon
Fronde	destroyer	300	7	6,500		Saigon
Henri Rivière	river gunboat	150	6	112		Haiphong
Lynx	sub-marine	70	—	—	Lieut. Mays	Saigon
Manche	surveying ship	1,645	10	900	Commander Rayot de la Touche	Saigon
Mousquet	destroyer	300	7	6,300	Commander De la Roche Kerdraon	Saigon
Perle	sub-marine	300	—	60	Lieut. Monnier	Saigon
Pistolet	destroyer	300	7	7,000	Commander Mortenol	Haiphong
Régie	sub-marine	70	—	60	Lieut. Morris	Saigon
Redoutable	battle-ship, reserve	9,330	27	9,000	Capt. Drouot	Saigon
Styx	armoured gunboat	1,810	8	1,650	Lieut. Seriot	Saigon
Takou	destroyer	280	6	—	In Reserve	Saigon
Vanban	torpedo-depot	—	—	—	Commander Mortenol	Haiphong
Vétéran	torpedo-depot	—	—	—	Lieut. Bihel	Cap Saint-James

(No mention of Rear Admiral Richard Foy)

Commanding the civil defense of India-C

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	122,000	\$125	\$125	{ \$1,500,000 \$13,500,000 \$15,000,000 }	\$1200,387	{ Final of 12 on old and 12.10 on new shares for 1-year ending 31.12.07	6 %	{ \$767 sales London 279
Natona Bank of China, Limited	99,925	£7	£8	{ £4,000 £150,000 }	\$10,323	\$2 (London 316) for 1907	...	\$10
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	{ \$1,500,000 \$10,000 \$101,919 £125,000 Tls. 100,000 Tls. 48,942 }	none	\$20 " 11.000	9	\$220
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,942 }	Tls. 204,424	Interim of 7/6 ex 2/5 for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$100,000 \$302,478 £120,000 \$727,609 \$1,000,000 }	\$1506,011	{ Final of 1/2 making \$45 for 1906 and Interim of 1/2 for 1907	6 %	\$760 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$391,763	\$1 and bonus \$3 for 1906	9 1/2 %	\$162 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$72,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$128,027	\$27 " 1906	8 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$24,000 \$24,000 \$24,000 \$24,000 \$24,000 }	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	NIL	\$4 for year ending 30. 11.07	10 1/2 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 }	\$16,437	{ \$14 for 2nd half-year making in all \$54 for year ending 31.12.07	7 1/2 %	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £10,000 £10,000 £10,000 £10,000 £10,000 }	£11,755	{ 6% for 1907 on Preference shares only @ ex 1/9 11/16=13.15	5 1/2 %	{ \$47 \$20
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 14 making Tls. 31 for 1907 ..	7 1/2 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	{ £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 }	£63,817	Final of 1/6 (No. 10) making 3/1 for 1907 ..	7 %	Tls. 52 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$98	Interim of 1/1 (No. 11) for a/c 9.8	4 %	\$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 140,000 Tls. 50,355 Tls. 100,000 Tls. 110,000 Tls. 17,142 \$32,538 }	T 6,869	Final of Tls. 14 making Tls. 5 for 1907	12 1/2 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	Dr. \$29,371	18 for year ending 31.12.07	...	\$130
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	Dr. \$135,131	\$10 " 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Dr. \$135,131	Tls. 1 (8 1/2) for year ending 31.12.06	...	Tls. 92 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 £12,289 £12,289 £12,289 £12,289 £12,289 }	£11,550	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 152 buyers
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	{ £150,000 £12,289 £12,289 £12,289 £12,289 £12,289 }	£11,358	Interim of 1/6 (No. 10) for account 1908	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$15	\$15	{ \$53,601 \$53,601 \$53,601 \$53,601 \$53,601 \$53,601 }	\$3,726	41.75 " 1 year ending 31.12.10	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$1,550	Final of 21/4 making \$33 1/4 for 1907	7 1/2 %	\$45 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	\$141,448	Final of \$4 making \$3 for 1907	7 1/2 %	\$105
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	\$13,748	Final of Tls. 24 making in all Tls. 2 for year ending 30.4.08	6 %	Tls. 84 sellers
Shanghai and Hongkew Wharf Company, Limited ..	35,000	Tls. 100	Tls. 100	{ Tls. 607,217 Tls. 71,000 Tls. 125,000 }	Tls. 12,626	Final of Tls. 9 making Tls. 17 for 1907	8 1/2 %	Tls. 180 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 27 sales
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 }	\$10,008	\$2 1/2 for year ending 30.6.07	11 1/2 %	Tls. 319 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$15,000 \$15,000 \$15,000 \$15,000 \$15,000 }	\$9,178	\$1.80 for 1906	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 }	\$252	Final of \$3 1/2 making \$7 1/2 for 1907	9 1/2 %	180 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 }	\$36,915	Interim of \$3 1/2 for account 1908	9 1/2 %	\$91
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	14,621	70 cents for 1907	7 %	\$10 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 }	1653	\$1 1/2 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 Tls. 170,000 Tls. 170,000 Tls. 170,000 Tls. 170,000 }	Tls. 107,547	Interim of Tls. 3 for account 1908	6 1/2 %	Tls. 119 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 }	\$1,541	Interim of \$2 for account 1908	9 %	\$46
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 8,807	Tls. 2 1/2 for year ending 31.10.1907	4 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 25,519	Tls. 6 for year ending 30.9.06 (8 1/2)	...	Tls. 67 1/2
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$800,000 \$800,000 \$800,000 \$800,000 \$800,000 \$800,000 }	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 Tls. 28,257 Tls. 28,257 Tls. 28,257 Tls. 28,257 Tls. 28,257 }	Tls. 28,257	Tls. 50 for 1906	...	Tls. 242 1/2 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,799 £1,799 £1,799 £1,799 £1,799 £1,799 }	£688	1/3 per share for 1906	9 %	\$7 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 \$720,000 \$720,000 \$720,000 }	NIL	\$1.20 for 1907	11 1/2 %	\$10 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 }	\$15,000	60 cents for year ending 28.2.06	16 1/2 %	16 1/2
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 }	\$2,593	80 cents for 1907	8 1/2 %	\$9 1/2 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$187,500 \$187,500 \$187,500 \$187,500 \$187,500 }	\$2,974	\$1.50 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 \$4,000,000 \$4,000,000 \$4,000,000 }	\$5,078	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$10 1/2 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$120,000 \$120,000 \$120,000 \$120,000 \$120,000 }	\$251	75 cents for 9 months ending 31.12.07	8 %	\$2 buyers
Hall & Mells, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$420,000 \$420,000 \$420,000 \$420,000 }	\$186,000	\$1 for year ending 28.2.08	10 1/2 %	\$10 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 \$600,000 \$600,000 \$600,000 }	\$9,321	11 and bonus 20 cts. for year ending 29.1.08	7 1/2 %	\$16 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 }	\$4,578	Final of \$15 making in all \$19 for 1907	8 %	\$235
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$10	\$10	{ \$630,000 \$630,000 \$630,000 \$630,000 \$630,000 \$630,000 }	\$18,191	Interim of \$1 for account 1908	8 1/2 %	\$25
Maatschappij tot Mijne, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 27,603 Tls. 27,603 Tls. 27,603 Tls. 27,603 Tls. 27,603 }	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 555 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 }	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 }	NIL	None	...	\$2
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000 \$750,000 \$750,000 \$750,000 }	NIL	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	14 %	Tls. 99 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 8,493	Final of 37/5 making \$36 for 1907	...	Tls. 400 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £196,200 £196,200 £196,200 £196,200 £196,200 £196,200 }	Tls. 8,332	None	...	123 buyers
South China Morning Post, Limited	10,000	\$5	\$5	{ \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	\$2,223	40 cents for year ending 31.3.07	6 1/2 %	\$6
Steam Laundry Company, Limited	10,000	\$5	\$5	{ \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	\$2,223	Tls. 64 for year ending 30.4.07	...	Tls. 97 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 Tls. 4,000 Tls. 4,000 Tls. 4,000 Tls. 4,000 }	Tls. 201	50 cents for 1907	4 1/2 %	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 }	\$1,111	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders' shares for year ending 31.5.07	6 1/2 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$1,300	Final of 30 cents = 3 X making 60 cents for year ending 31.12.07	12 1/2 %	191 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 \$900,000 \$900,000 \$900,000 }	16,438	Final of 30 cts. making 80 cts. for the year ending 30th June, 1900	...	\$5
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	\$41	...	...	...

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:-

Hongkong, Canton & Macao Steamboat Co.
Shanghai and Hongkew Wharf Co.
Hongkong & Shanghai Dock Company,
Hongkong and Whampoa Dock Company.

August 11th
" 18th
" 22nd
" 24th

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &